

MILWAUKEE DAILY SENTINEL.

VOLUME XV.

MILWAUKEE, THURSDAY MORNING, JUNE 3, 1858.

NUMBER 131.

THE DAILY SENTINEL.

THURSDAY MORNING, JUNE 3.

TO ADVERTISE.

Advertisers are invited to the local Columns, with a view to their being put into the First, and "A" columns for each subsequent insertion.

Transmissions of advertisements must be paid for in advance.

The number of insertions must, in all cases, be specified in the first insertion, so that full account will be taken.

Very strict rules will be held strictly to Advertisements posted at the Register.

Advertisers will be charged by the square inch, and the rate will be determined by the size of the advertisement.

Ordinary Notices of Deaths, Births, Marriage, &c., will be charged by the square inch, and the rate will be determined by the size of the notice.

TALLY BOOKS.

THOSE who are tally books will please bear in mind that they are to be sold at the Standard Dry Goods Store, and break cheapo.

BEVERLY BOOKS.

NOTICE.—A CATALOGUE, and for sale at the Standard Dry Goods, a superior style and quality of Foreign Books will be sent to any address.

THE NEWS.

Intelligence of additional outrages by the British cruiser in the Gulf, upon American vessels, reach us almost daily. The telegraph brings us information this morning, that the English cruiser *Sir Seymour* had fired into another American vessel, and killed six men. This will add much to the general indignation, and it is to be hoped, will bring our Government to a stop to those of repeated outrages at all hazards. The U. S. steamer *Huron* has been sent in pursuit of the British cruiser.

By the steamer America we have later news from Europe. In the House of Commons the Derby Ministry had triumphed, upon the India matter, after a lengthy debate. No later news from India. The Liverpool Broadsides market is reported dull.

We have quite a batch of Washington news this morning. The committee on Foreign relations have unanimously agreed upon a resolution asking the President to request redress of the French Government in the matter of the American barque *Ardentis*. The House committee on elections have reported, recommending that the seat of Mr. Lincoln, of Md., be declared vacant, on the grounds of fraud and violence in his election.

The report of the Committee on the Fort Snelling mutiny was discussed at some length in the House, and resolutions finally adopted to the effect that the investigation had failed to disclose any circumstances impeaching the integrity of the Secretary at War, in the sale of the Fort Snelling reservation, but at the same time disapproving of the manner in which the sale was effected.

Interesting news from Arizona will be found in our telegraphic column.

The New York produce market was firm, yesterday. Milwaukee's cold storage at an advance of 4 to 6 cents on Chicago spring. In our market there was a brisk demand for good samples of wheat, at full price. Weather mild and pleasant.

A NEW PARTY PROPOSED.—The *News*, rightly remarking that the course of the *Daily Sentinel* is a matter of "particular and general interest," politely notifies us that a new party is in process of formation in Pennsylvania and some other States, and anxiously inquires if we intend to "join it?" We shall be happy to gratify its curiosity of our neighbor, as soon as we know who composes this "new party" and what it proposes to do—Meanwhile, we are entirely satisfied with the position and prospects of the Republican party, and quite content to let well enough alone."

The Editorial Convention.

MONROVIA, June 2, 1858.

EDITOR SHAWNS.—I regret to learn that it is even contemplated to postpone the Editorial Convention from the 16th inst., to July 6th.

From actual knowledge, I know that many editors who are anti-slavery, a good time on the 16th, will not attend in July, and we want to see every press in the State represented, as masters of importance will be brought up. We all appreciate the kind intention of one Madison friend, and feel willing to risk the "labor man" with them, even if it is not strawberry time.—The Milwaukee & Mississippi, La Crosse & Milwaukee, and the Milwaukee & Horicon Railroads have generously furnished passes, two to each office, and we are as well prepared to attend now as at my time. As a large majority of the country press prefer the original date, there is but little doubt that the call will be allowed to stand as the Convention at Portage decided.

Yours truly,

M. P. POMEROY,
Sec. Wis. Ed. & Pub. Association.

THE TORNADO IN ILLINOIS.—The Chicago Democratic Press, of yesterday, contains full details of the Tornado which swept over the village of Elliston, and caused so great a loss of life and property. The tornado struck Elliston about 5 o'clock, on Sunday afternoon, and its effects are thus narrated in the *Press*.

The track of the storm must tell the rest.

The wind blew over the village about half past five o'clock, and during its continuance no rain fell. The houses were frame structures. There was a large tavern stand and three stores, those of Samuel Johnson, Joseph Knowles and another, and an appendage of the wharf, which was described by one eye-witness "as one should tear to pieces and renter a lumber yard."

Of roofs and walls, and the various structures, there was seen in many instances scarcely a trace, as if a giant's hand had reduced and torn them to shreds and ruins.

And the fearful force of the tornado, it is mentioned, was so great, though our special reporter last evening that of the victims, fragments of the bodies were scattered in all directions.

An iron safe weighing nine hundred pounds was taken from Johnson's store and carried off.

Horse carriages, and bogs, were taken up by the wind, carried in the air, and dashed to the earth killed by the fall.

One cow was taken up, carried several rods, and killed by the fall. Her body lay at a distance from anything that could have inflicted such a mortal wound.

A heavy stone door-stone, the dimensions of which are given to us as being some seven feet long by three in width, and several inches in thickness, was torn from its site and carried off.

Another family by the name of McWilliams, suffered equally; three of them dying of their injuries. Altogether it was a terrible vision.

Sixty persons—it is feared that the constant rains may lead to a great amount of sickness during the coming summer.—Wisconsin of yes-

terday.

These apprehensions, if they exist, are hardly well-founded. During twenty years past the rainy seasons have been the healthiest.

THE Capital was notwithstanding enveloped in a dense fog, and the people of Madison were awfully frightened about it; and we presume their knees tremble yet. We conclude another winter will follow it.—*Wisconsin City Mirror*.

THE INDIAN WAR.—Our latest advices from the seat of war, yesterday morning, are to the effect that all was quiet. The expected attack from the Chippewas had not taken place, though it was confidently believed that a large body of them would be in the neighborhood. Most of them had gone to the neighboring towns. Most of them had gone to the neighboring towns.

The Sioux camp at Shakopee is strongly fortified, according to the Indian method of defense, and it will be difficult for the enemy, if five times the numerical force, to storm it.

P. S.—The Sioux, Ojibway, and Ojibwa, are engaged in a fierce conflict, and the Sioux are making rapid progress.

THE VENICE ADVERTISER will be held strictly to Advertisements posted at the Register.

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ORDINARY NOTICES OF DEATHS, BIRTHS, MARRIAGE, &c., will be charged by the square inch, and the rate will be determined by the size of the notice.

THE TALLY BOOKS.

THOSE who are tally books will please bear in mind that they are to be sold at the Standard Dry Goods Store, and break cheapo.

THE CHEAPEST and best Sewing Machine in the world is now on sale here.

OFFICE OF THE NEWSPAPER WILL BE OPENED ON JUNE 10.

TO PRINTERS.

ON HAND and for sale by the undermentioned.

TYPE of our manufacturer, as follows:

2000 "Brave,"

2000 "Napier,"

2000 "Fitzroy,"

1000 "Monroe,"

Material of a second-hand printing office.

Large Oliver Sewing Frame, No. 2, made in India.

Oliver Sewing Frame, No. 1, made

THE DAILY SENTINEL.

JERIMIAH & BRIGHAMAN:
PUBLISHERS AND PROPRIETORS.
T. D. JENKINS.....

RUFUS KING.....Editor.

TERMS OF THE SENTINEL:
Daily \$1.00—Tri-Weekly \$4.00—Weekly \$1.50
INVARIABLY IN ADVANCE.

MILWAUKEE:

THURSDAY MORNING, JUNE 3.

The La Crosse & Milwaukee RR.
The La Crosse & Prairie du Chien RR.
& the St. H. & Dubuque RR.

Editorial Correspondence of the Sentinel.

JANESVILLE, May 30, 1858.

My last letter brought us to La Crosse, the terminus of the La Crosse & Milwaukee R.R.; but before taking leave of the Railroad, let me say something of its condition and prospects.—As I have already stated, the road is now running to Tomah, 150 miles from Milwaukee, and the rails laid two miles further West. In a week or two more the track will be finished to the Tunnel, 161 miles from Milwaukee, and a temporary track is already in progress over the ridge, by means of which iron, &c., can be taken to the other side, and the rails laid down to the valley of the La Crosse, in advance of the completion of the tunnel. The grading all down the valley is in such a forward state that the contractors assure us it would, with the exception of our heavy cuts, be completed and ready for the superstructure by the 1st of July, and the tunnel itself will be finished by the 1st of September. Unless, therefore, some unforeseen contingency arises, the La Crosse & Milwaukee Railroad will be finished and in running order through to the Mississippi by the 15th of October, or 1st of November next.

The road itself, as far as completed, is admirable; the rolling stock ample and of the best description; indeed all the appointments of the road are perfect, and reflect great credit upon the Chief Engineer, Mr. E. W. Woodward, and the Manager, E. H. Goode. The contractor who built the road from Beaver Dam West, and who is now pushing it ahead with unexampled energy, is SELAH CHAMBERS, Esq., a veteran in railroad building, and a master of his business.

His works do praise him. That portion of the La Crosse road which he built is the best Railroad track, without exception, that I have seen in the West. Not only is it smoothly laid, well ballasted and securely tied; but the slopes, embankments, ditches, culverts, &c., are all trimmed off and finished, so they should be, and look as if they were meant and made to stand and do good service for a long term of years.

The opening, now so close at hand, of this grand thoroughfare, will be an event of the most signal importance to the citizens, not of Milwaukee only, but of the principal portion of our State. More than two-thirds of Wisconsin lies to the north of its line and will be tributary to its business. In local traffic, therefore, must always be large and remunerative; while the through business will speedily outrun even that of the Chicago and Galena Road; and, since, from the nature of things, it must command the bulk of the travel and trade between Minnesota and the fertile and fast-settling plains behind, and the Atlantic seaboard. To the people of Milwaukee the completion of this road will be of peculiar interest. It will be essentially a Milwaukee road. No branches will carry off from its main channel, to other and rival cities, the fertilizing tide which will pour along it. Milwaukee is, and must continue to be, the point of embarkation and disembarkation for every pound of freight and every individual traveller that passes over the La Crosse road. And when these travellers are counted, as they will be—counted by thousands daily and the freight by hundreds of tons, it need not be told what must be the effect upon the future of our fair young City.

For is it not, for simultaneous almost, with the opening of the La Crosse road to the Mississippi, will come the completion of the Detroit and Grand Haven road to Lake Michigan and the permanent establishment of the Steam Ferry between. This will connect our Milwaukee roads—spreading like a fan from South, round West, to North; traversing every part of our own State, and penetrating Illinois on the South, Iowa on the West, Minnesota on the North-West, and the regions of Lake Superior on the North—with the system of roads which traverse Michigan, Canada, New York, and New England, and will give us the benefit of their influence and co-operation. And while this is already true of our Eastern border, the nascent Rail Roads of Minnesota, Des Moines, Nebraska—terms of the great Pacific Railway—loom up grandly on the West. It will be a Day or Junius, therefore, for Milwaukee, when the La Crosse R. R. shall be opened to the Mississippi, and as a Junius let it be kept!

And now for La Crosse—so soon to be wedded to Milwaukee with an iron ring. I was glad to find, in these hard times, one busy, lively, thriving town, and I found it at La Crosse. No doubt there, as everywhere, people have felt the stern pressure of the times, and been straitened in their means, and hindered in their undertakings. But, for all that, La Crosse is alive and kicking. It was high noon as we drove into town, and were shown the Depot grounds of the La Crosse and Milwaukee R. R. These are on the River, between the Cross proper and North La Crosse, with a front of 1400 feet on the stream—the bridge, to be increased, if necessary, to 2000 feet—and ample room for Depot Buildings, Machine Shop, &c.

At the August House, hard by the Steamboat landing, we found comfortable quarters, and devoured the afternoon, under the guidance of friends, to eating La Crosse and its Minnesota neighbor, La Crescent. La Crosse spreads out finely upon its undulating prairie, running back and half miles from the river and extending six or seven miles, both north and south. There are in the town and its vicinity, no less than twenty-five steam and railroads, all at work, notwithstanding the low price of lumber and general stagnation of business. Already this Spring, a hundred and twenty new buildings—many of them large and substantial—have been commenced, or completed in La Crosse. To be sure, money is very scarce; but they have other "capital" in abundance, to-wit, Lumber, Lots and Labor. The Lumber Merchant buys a lot and pays for labor with casting, planing and shingles. The Lot-owner exchanges some of his surplus Real Estate for the materials and the men to build him a house. And the Mechanic gets a snug home in full quietness for the services he has rendered to his neighbors, the Lumber Merchant and Lot-owner. Thus all three classes, by helping one another, manage to keep at work and La Crosse goes ahead.

The population of La Crosse, now five or six thousand, is rapidly increasing, and I can see nothing of the way of its being one of the largest and most prosperous cities on the Upper Mississippi. The waters of the Black River, and the La Crosse, draining two rich and populous valleys, have met and flow into the Mississippi, and the country, for many miles around, is of the best description. La Crescent, opposite La Crosse, on the Minnesota side, is the beginning of a town which the Southern Minnesota Rail Road, commencing at this point, must speedily build up into a good size and importance. It occupies a wide and beautiful plain, a mile back from the river, with the dead advantage, however, of low and swampy ground in front, which it would delight our Milwaukee grates to fill from the lofty hills that sit in the town on the west.

We met a kind welcome and abundant hospitality at La Crosse. Any number of carriages were placed at our disposal; Mr. Morris, of the firm of Karr, Morris & Anzowmair, wholesale dealers in Provisions, Groceries, Liquors, &c., sent us some choice samples from their well stocked cellar; and Mr. Horsey, of the firm of L. J. Horsey & Co., of this city, who chanced to be at La Crosse with us, presented the delegation with a box of fragrant "Haynes," wherefore with Democrats and Republicans, that evening, "smoked the pipe of peace." Lieut. Governor Crampton, a genial gentleman, Senator Teves, Doctor Givens, Col. Brown, and other prominent citizens of La Crosse, spent the evening with us in pleasant converse, and fully shared in our glowing anticipations of the future of La Crosse and Milwaukee R. R.

When we retired for the night it was with the understanding that we were to take the Ocean Wave for Prairie du Chien, Saturday morning; but about 1 o'clock A. M. a "knocking at the door" aroused us all, and we were told that the Key City, bound down, was at the wharf, and would wait for us half an hour, if necessary.—Thus civil office of the captain, and the assurance of the agent that the Key City was too of the meeting at Milwaukee, was led to assume an acknowledged ability, and a great laugh, and we are glad to learn that immediate steps were taken to secure the services of the Directors, with whom he was personally acquainted, he had made up his mind to co-operate with them and use his influence favorably towards them as men who would use their endeavors for the best interests of the portion of the State.

Here followed a call upon Mr. Stanton to speak, which was signed by many gentlemen, and to which the subscriber is the ex-Secretary to:

MEMPHIS, May 31, 1858.

GENTLEMEN: * * * In reference to the past history of that Territory, at least, so far as I have been connected with its public affairs, I can say little more than I have already done. I am still more than half I have been able to do in several respects, addressed recently delivered in several of the cities. I would have been personally satisfied with the cause of Kansas and my personal defense upon the exposition made in these speeches, and nothing would gratify me more than to have them spread abroad. As I have been connected with the various people of the district with whom I have been associated, I would like to have them published in the newspapers, in pamphlet form, before the people of this portion of the State.

Mr. A. Holley explained the objects of the meeting, and gave a full report of the proceedings at Milwaukee; and although much disappointed at the small representation of western members of the Legislature, he was gratified by the hearty and unanimous and full expression of the Directors, with some of whom he was personally acquainted, he had made up his mind to co-operate with them and use his influence favorably towards them as men who would use their endeavors for the best interests of the portion of the State.

Mr. W. G. Gardner followed, and gave a favorable opinion of his interview with the Directors, and recommended an expression of feeling that would encourage them in a course of action that would ensure prosperity to the road.

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